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SECTION 4(f) AND 6(f)

INTRODUCTION

The U.S. Department of Transportation's Section 4(f) law (49 USC 303) states that federal funds may not be approved for projects that use land from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless it is determined that there is no feasible and prudent alternative to the use of land from such properties and the action includes all possible planning to minimize harm to the property resulting from such use.

Section 6(f) of the Land and Water Conservation Fund (L&WCF) Act states that property purchased or developed with funds under the act may not be converted to other than outdoor public recreation uses. The Act also states that land required from such properties must be replaced with property of at least equal fair market value and of reasonably equivalent usefulness and location, or be compensated through other means in consultation with DNR, the agency responsible for administering L&WCF funds and other aspects of the Act.

Compensation is also required when right-of-way is acquired from properties purchased or developed with other federal or state funds that are designated, allocated, and administered similar to L&WCF funds.

PROPOSED ACTION

The purpose of the WIS 83 corridor study is to develop a long-range plan for improving traffic flow and safety in the WIS 83 corridor while minimizing disturbance to the natural and built environment. The need for proposed transportation improvements is based on a combination of factors that include existing and future traffic demand, existing deficiencies, safety, system linkage, and corridor preservation. See EIS Section 1 for detailed information.

The preferred alternative is to widen existing WIS 83 to a 4-lane facility with the following exceptions and time frame considerations. See EIS Section 2 for more detailed information.

In the County X to County DE/E and WIS 16 to Chapel Ridge Road segments where traffic in Design Year 2026 would be below the threshold volume that can be safely handled at an acceptable service level on the existing 2-lane highway, the preferred alternative would be as follows:

- County X to Walnut Street 4-Lane Corridor Preservation Alternative using hybrid urban/rural cross section
- **Walnut Street to WIS 59**—4-Lane Corridor Preservation Alternative using an urban roadway cross section with center left-turn lane
- WIS 59 to County DE/E Reconstruct existing 2-lane highway
- WIS 16 to Chapel Ridge Road Reconstruct existing 2-lane highway

The 4-Lane Corridor Preservation alternative would not be constructed until or if traffic volumes or safety factors indicate the need. Interim improvements to the existing 2-lane roadway such as reconstruction, resurfacing, or spot intersection improvements would be made over time.

SECTION 4(f) AND SECTION (6f) APPLICABILITY

Publicly owned resources in the area of potential effect for proposed improvements to WIS 83 are discussed in detail in EIS Section 4. The applicability of U.S. DOT's Section 4(f) law and Section 6(f) of the L&WCF Act to these resources is summarized below. The need for a Section 4(f) evaluation is also based on whether the proposed WIS 83 improvements would use land from or otherwise affect the resources. See "Final Section 4(f) Evaluation" for more information.

Vernon Marsh Wildlife Area

- Owned/leased and administered by DNR.
- Funding for purchase and development obtained from the Land and Water Conservation Fund Act (L&WCF), Wisconsin's Outdoor Recreation Acquisition Program (ORAP), the Federal Aid in Wildlife Restoration Act commonly known as the Pittman-Robertson (PR) Act, and state Stewardship funds.
- Primary designated use is wildlife habitat management and preservation.

U.S. DOT Act Section 4(f) is not applicable because the primary designated use is wildlife habitat management and preservation. Passive recreational is incidental to the primary use. L&WCF Act Section 6(f) is applicable and similar compensation for right-of-way acquisition is required due to ORAP, PR, and state Stewardship funding.

Spring Creek Parkway Easement

- Easement on privately owned land funded and administered by Waukesha County.
- Primary designated use is preservation and protection of natural resources including floodplain, wetlands and wildlife habitat.

U.S. DOT Act Section 4(f) is not applicable because the primary designated use is preservation and protection of natural resources and the land is privately owned. Passive recreational use is incidental to the primary use. L&WCF Act Section 6(f) is not applicable.

Wales Community Park

- Owned and administered by the Village of Wales.
- Purchased and partially developed with state Stewardship funds administered by DNR.
- Public use recreational facilities (playfields) are located in the main portion of the park east of WIS 83. Primary designated use in the portion of the park adjacent to WIS 83 is open space and habitat preservation.

The existing park boundary and a proposed park boundary revision are illustrated on the Aerial Photo Exhibit inside the back cover (page 4 of 9). The boundary revision is being proposed because the Village of Wales has tentative plans for building a new fire station facility in the portion of the existing park that abuts WIS 83. Due to Stewardship funding aspects, the village is working with DNR on a land transfer that would swap the future fire station parcel with a similar sized parcel to the south. The revised park boundary would also be adjacent to WIS 83. The land transfer agreement between the Village of Wales and DNR has been completed. The land transfer parcel is the new park boundary, and the future fire station parcel is no longer part of the park.

U.S. DOT Act Section 4(f) is applicable because this resource is a publicly owned park with public use recreational facilities. L&WCF Act Section 6(f) is not applicable.

Glacial Drumlin State Trail

- Owned and administered by DNR.
- Purchased and developed with L&WCF funds.
- Designated as a multi-use public recreational trail.

U.S. DOT Section 4(f) is applicable because the primary use is for recreational purposes. L&WCF Act Section 6(f) is also applicable.

Scuppernong Creek Parkway

- Consists of 3 parcels, two of which are owned, funded, and administered by Waukesha County and one of which is privately owned and leased by Waukesha County from the Hickory Hills subdivision.
- The parcels owned by Waukesha County have a combination of zoning depending on their distance from Scuppernong Creek (rural residential, conservancy, and wetland/floodplain). The leased parcel is zoned conservancy.
- Primary designated use is greenway to protect water quality, floodplain and wetland resources, and to provide a continuous corridor for plant and animal habitat.
- Future plans include a paved recreational trail within portions of the parkway.

U.S. DOT Act Section 4(f) is not applicable because the primary use is water quality/resource protection and wildlife habitat preservation. Passive recreational use is incidental to the primary use. L&WCF Act Section 6(f) is not applicable.

Naga-Waukee County Park and Golf Course

- Owned, funded and administered by Waukesha County.
- Officially designated and zoned county parkland.
- Primary designated use is public use recreational land.

U.S. DOT Act Section 4(f) is applicable because this resource is a public use recreational facility. L&WCF Act Section 6(f) is not applicable.

Lake Country Trail

- Owned, funded and administered by Waukesha County.
- Designated as a multi-use public recreational trail.

U.S. DOT Act Section 4(f) is applicable because this resource is a public use recreational facility. L&WCF Act Section 6(f) is not applicable because these funds were not used in the purchase or development of the trail as such. DNR has indicated (see letter in Appendix C, page C-21) that L&WCF and state Stewardship funds were used for two separate park development projects in the City of Delafield that "currently provide support facilities" for the trail.

Ice Age Trail

- Owned by the Ice Age Park and Trail Foundation and administered in cooperation with the National Park Service and DNR.
- Funding has been provided through the Ice Age Park and Trail Foundation.
- Designated National and State Scenic Trail.

U.S. DOT Act Section 4(f) is applicable because the Ice Age Trail is a designated national and state scenic trail that serves as a public use recreational facility. L&WCF Act Section 6(f) is not applicable.

Ice Age Park and Trail Foundation Parcel

- Owned by the Ice Age Park and Trail Foundation and administered in cooperation with the DNR.
- State Stewardship funds were used to purchase the land.
- Primary designated use is open space, wetland preservation/management, Bark River protection, education, and pedestrian use/enjoyment. The parcel also contains a hiking trail. The Ice Age Trail is separate from this parcel and located to the east along Cottonwood Avenue.

U.S. DOT Act Section 4(f) is not applicable because the primary use is wetland preservation and Bark River corridor protection and because the parcel is not publicly owned. Passive recreational use is incidental to the primary use. L&WCF Act Section 6(f) is not applicable. However, similar compensation for right-of-way acquisition is required because Stewardship funding was used in the purchase of this resource.

Historic Sites

In addition to the publicly owned resources discussed above, U.S. DOT Act Section 4(f) is applicable to the following structures/properties already listed on or have been found eligible to the National Register of Historic Places and that are within the area of potential effect for the proposed WIS 83 improvements. The need for a Section 4(f) evaluation is also based on whether the proposed WIS 83 improvements would use land from or otherwise affect these resources. See "Final Section 4(f) Evaluation" for more information.

- Genesee Woolen Mill Historic District
- Union House
- Old Genesee Town Hall
- Ten Chimneys Complex
- Magee-Oliver Farmstead
- Albert Campbell Residence

FINAL SECTION 4(f) EVALUATION

Wales Community Park

The existing park boundary and a proposed park boundary revision are illustrated on the Aerial Photo Exhibit inside the back cover (page 4 of 9). Land within the existing and proposed park boundary adjacent to WIS 83 is presently undeveloped. The boundary revision is being proposed because the Village of Wales has tentative plans for building a new fire station facility in the portion of the existing park that abuts WIS 83. Due to Stewardship funding aspects, the village is working with DNR on a land transfer that would swap the future fire station parcel with a similar sized parcel to the south. The revised park boundary would also be adjacent to WIS 83. The primary use of the new parcel would be for open space, passive recreation, and hiking. The land transfer agreement between the Village of Wales and DNR has been completed. The land transfer parcel is the new park boundary, and the future fire station parcel is no longer part of the park.

The preferred alternative at this location is a 4-lane divided urban roadway with curb and gutter on the outside edges of the driving lanes. The best-fit alignment would widen down the middle from County DE/E to 2,400 feet (732 meters) north. No new right-of-way would be required from the Wales Community Park boundary.

Glacial Drumlin State Trail

This trail passes under the existing WIS 83 overhead structure and follows an abandoned railroad corridor. The present vertical clearance between the trail and the overhead structure is approximately 23 feet (7 meters). The preferred alternative in the vicinity of the trail would widen WIS 83 to a 4-lane divided urban roadway and a multi-use path is proposed on the west side. The existing WIS 83 overhead structure is in poor condition and would be replaced. In addition, the hill at this location would be cut by approximately 3 feet (1 meter) to improve sight distance on WIS 83. The proposed improvements would not affect trail use or continuity and no new right-of-way would be required from the trail corridor. Trail use would be enhanced by making a connection to it from the proposed multi-use path along the west side of WIS 83.

The preferred alternative would not use land from the Glacial Drumlin State Trail, and there would be no impacts to trail use or continuity. Therefore, no further Section 4(f) evaluation is required.

Naga-Waukee County Park and Golf Course

This resource consists of a developed community park west of WIS 83 and an 18-hole public golf course east of WIS 83. No improvements to the existing 4-lane roadway are proposed in this WIS 83 segment and no new right-of-way would be required from the Naga-Waukee Park and Golf Course. Therefore, no further Section 4(f) evaluation is required.

Lake Country Trail and Ice Age Trail

The Lake Country Trail crosses existing WIS 83 at an unsignalized intersection just north of County DR/Golf Road and runs through the south portion of the Naga-Waukee Park and Golf Course. The Ice Age Trail crosses WIS 83 at Mariner Drive. On the west side of WIS 83 it runs along the north edge of Naga-Waukee County Park. On the east side of WIS 83 the trail is described as informally (no WisDOT permits have been granted or applied for) occupying WIS 83 right-of-way to County KE although there has been no trail construction in the highway right-of-way. The unofficial trail used by hikers and others follows subdivision roads east of WIS 83 and crosses County KE about ¼ mile (0.4 km) east of WIS 83. Trail development within existing WIS 83 right-of-way has not occurred because the long range plan is to have the official Ice Age Trail cross WIS 83 concurrently with the Lake Country Trail. The Ice Age Trail would then run about ¼ mile (0.4 km) east of WIS 83 along the Naga-Waukee Park and Golf Course and then be on easement to County KE.

No improvements to the existing 4-lane roadway are proposed in the County DR/Golf Road to Meadow Lane WIS 83 segment that includes the existing Lake Country Trail and Ice Age Trail crossings. The preferred alternative in the Meadow Lane to County KE segment would widen WIS 83 to a 4-lane hybrid urban/rural roadway. Therefore, the portion of the unimproved Ice

Age Trail route that informally occupies existing WIS 83 right-of-way between Meadow Lane and County KE could be shifted to the new highway right-of-way.

Under this scenario, no further Section 4(f) evaluation is required because adjustments or changes in the alignment of the highway or portion of the trail that occupies highway right-of-way would not substantially impair the continuity of the trail and thus there would be no use of land from the trail.

Based on input from Waukesha County, DNR, National Park Service, and Ice Age Park and Trail Foundation representatives at interagency meetings held on March 27, 2003 and November 8, 2004, there is a strong desire to provide a combined grade-separated Lake Country/Ice Age Trail crossing as part of the WIS 83 corridor study. WisDOT agreed to evaluate the feasibility of a grade-separated trail crossing along with associated engineering, safety, and cost aspects and to provide a recommendation in the Final EIS. Preliminary evaluation indicated that it would be possible to provide a future grade separated structure.

To address safety and economic concerns and to recognize agency requests for a combined and grade-separated trail crossing, WisDOT's preferred alternative is two-fold:

- WisDOT will reroute and construct a Lake Country Trail (potential to combine with Ice Age Trail) crossing at the existing signalized WIS 83 intersection at County DR/Golf Road. Trail user push buttons and appropriate signing/marking will also be installed to provide a safer crossing.
- WisDOT will also consider an overpass trail crossing approximately 200 to 500 feet (61 to 152 meters) north of the present Lake Country Trail or an underpass on existing alignment. A future grade-separated crossing is contingent on interested agencies securing funding for final design and construction, and entering into an agreement with WisDOT on outside agency ownership and maintenance of the structure.

Under the preferred alternative, or a future grade-separated structure, no further Section 4(f) evaluation is required because any new combined trail crossing and occupancy of highway right-of-way would be jointly developed. Further, adjustments or changes in the alignment of the highway or trails to accommodate a new combined crossing would not substantially impair the continuity of the trails and there would be no use of land from the trails.

Genesee Woolen Mill Historic District

The main portion of the Genesee Woolen Mill site is located about 500 feet (152 meters) east of existing WIS 83. The old millrace stream passes under existing WIS 83 through a modern concrete box culvert and extends to a dam west of WIS 83. The woolen mill complex is eligible to the National Register under Criterion D as an industrial archaeological resource and under Criterion A for the information it may yield in regard to the history of woolen mills in Wisconsin and Waukesha County in particular. The portion of the mill complex east of WIS 83 includes both visible and subsurface mill foundation remains/depressions, a residence and barn, the old "picker house", and a small log building that was built with reclaimed logs from another location. All features except the log building are considered to be contributing elements, including the millrace crossed by WIS 83.

Archaeological investigations in areas that would be potentially affected by any future highway construction yielded no evidence of any materials associated with the old mill complex or evidence of prehistoric sites. Further, much of the land within the existing highway right-of-way at the millrace crossing has been previously disturbed due to a 1989 reconstruction project that included extending the existing box culvert and associated excavation and backfill. The preferred alternative at this location is the 2-Lane Reconstruction Alternative that would consist of reconstructing the existing 2-lane roadway to modern design standards. The reconstructed 2-lane roadway would have an urban cross section with curb and gutter on the outside edges of the driving lanes. The proposed WIS 83 improvements in the vicinity of the Genesee Woolen Mill Historic District are illustrated on Exhibit 5-1.

The preferred alternative would not require any new right-of-way from the Genesee Woolen Mill Historic District, including the millrace at the WIS 83 crossing location. Further, the proposed WIS 83 improvements would not change the setting or characteristics that contribute to the property's historic significance. In addition, the State Historical Society has concurred in the Finding of No Adverse Effect for this property under Section 106 of the National Historic Preservation Act (see Memorandum of Agreement in Appendix D, page D-9). Therefore, no further Section 4(f) evaluation is required.

Union House

This structure is located on the north side of WIS 83 just west of the Wisconsin Southern Railroad in Genesee Depot. The structure is a former hotel and tavern built in 1861. It has been found eligible to the National Register under Criterion A because it is one of the oldest buildings in Genesee Depot and was a primary center for social activity. It is also considered eligible under Criterion B because the original owner/proprietor played an important role in the overall development of Genesee Depot.

The preferred alternative at this location is the 2-Lane Reconstruction Alternative that would consist of reconstructing the existing 2-lane roadway to modern design standards and making minor improvements at the Depot Road intersection. In the commercial/residential area of Genesee Depot from the railroad to Depot Road, sidewalks would be replaced in their existing location and parking would be accommodated on one side. The reconstructed 2-lane roadway would have an urban cross section with curb and gutter on the outside edges of the driving lanes. The proposed WIS 83 improvements in the vicinity of the Union House are illustrated on Exhibit 5-2.

The preferred alternative would not require any new right-of-way from the Union House property or change the setting or characteristics that contribute to the property's historic significance. In addition, the State Historical Society has concurred in the Finding of No Adverse Effect for this property under Section 106 of the National Historic Preservation Act (see Memorandum of Agreement in Appendix D, page D-9). Therefore, no further Section 4(f) evaluation is required.

Old Genesee Town Hall

This structure is located on the north side of WIS 83, west of the Wisconsin Southern Railroad in Genesee Depot. The old town hall has been placed on the National Register based on Criterion A because it served the social, cultural, and political needs of Genesee Depot for nearly 70 years.

The preferred alternative at this location is the 2-Lane Reconstruction Alternative that would consist of reconstructing the existing 2-lane roadway to modern design standards and making minor improvements at the Depot Road intersection. In the commercial/residential area of Genesee Depot from the railroad to Depot Road, sidewalks would be replaced in their existing location and parking would be accommodated on one side. The reconstructed 2-lane roadway would have an urban cross section with curb and gutter on the outside edges of the driving lanes. The proposed WIS 83 improvements in the vicinity of the Old Genesee Town Hall are illustrated on Exhibit 5-3.

The preferred alternative would not require any new right-of-way from the Old Genesee Town Hall property or change the setting or characteristics that contribute to the property's historic significance. In addition, the State Historical Society has concurred in the Finding of No Adverse Effect for this property under Section 106 of the National Historic Preservation Act (see Memorandum of Agreement in Appendix D, page D-9). Therefore, no further Section 4(f) evaluation is required.

Ten Chimneys Complex

The main Ten Chimneys complex is located off Depot Road, west of WIS 83 and Genesee Depot. A small parcel that is part of the designated National Historic Landmark boundary abuts the WIS 83 west right-of-way line for a distance of approximately 300 feet (91 meters). The Ten Chimneys complex has been placed on the National Register under Criteria B and C. Under Criterion B, Ten Chimneys is nationally significant in the area of performing arts for its association with Alfred Lunt and Lynn Fontanne who exerted a profound influence on twentieth century American theater and who are considered to be America's most famous theatrical couple. Lunt and Fontanne lived at Ten Chimneys from 1915 to 1983, during which time the complex was a social and cultural center of the American theater. It is eligible under Criterion C as an assemblage of Period Revival historic buildings.

The main house is situated in a ravine with hills rising to the sides and rear. A cottage sits at the crest of the ravine behind the main house. The secondary structures are all located over the top of the ravine and are not visible from the main house and its immediate grounds. None of the main complex buildings are visible from WIS 83. The National Historic Landmark boundary for the complex also includes the Noll parcel just north of the present day Ten Chimneys complex. The residence on the Noll parcel was the former caretaker house and is a contributing element in the National Historic Landmark boundary. The house is located approximately 80 feet (24 meters) west of existing WIS 83.

The preferred alternative at this location is the 2-Lane Reconstruction Alternative that would consist of reconstructing the existing 2-lane roadway to modern design standards and making minor improvements at the Depot Road intersection. The reconstructed 2-lane roadway would have an urban cross section with curb and gutter on the outside edges of the driving lanes. The proposed WIS 83 improvements in the vicinity of the Ten Chimneys Complex are illustrated on Exhibit 5-4.

The preferred alternative would not require any new right-of-way from the Ten Chimneys Complex or change the setting or characteristics that contribute to the property's historic significance. The State Historical Society has concluded that the preferred alternative will not have an adverse effect on the Ten Chimneys Complex based on measures listed in the Memorandum of Agreement to ensure adequate access to this historic resource during a future

construction phase (see Memorandum of Agreement in Appendix D, page D-9). Therefore, no further Section 4(f) evaluation is required.

Magee-Oliver Farmstead

This site is located east of WIS 83 and north of John's Way in Genesee Depot. The residence on this farmstead has been found eligible to the National Register under Criterion C as a fine example of Italianate style architecture.

The preferred alternative at this location is the 2-Lane Reconstruction Alternative that would consist of reconstructing the existing 2-lane roadway to modern design standards. The reconstructed 2-lane roadway would have an urban cross section with curb and gutter on the outside edges of the driving lanes. The proposed WIS 83 improvements in the vicinity of the Magee-Oliver Farmstead are illustrated on Exhibit 5-5.

The preferred alternative would not require any new right-of-way from the Magee-Oliver Farmstead or change the setting or characteristics that contribute to the property's historic significance. In addition, the State Historical Society has concurred in the Finding of No Adverse Effect for this property under Section 106 of the National Historic Preservation Act (see Memorandum of Agreement in Appendix D, page D-9). Therefore, no further Section 4(f) evaluation is required.

Albert Campbell Residence

This structure is located west of WIS 83 and north of Walnut Ridge Drive (north). This structure exhibits a Greek Revival architectural style that has been substantially altered. However, it has been found eligible to the National Register under Criterion B because Albert Campbell was a prominent township resident, farmer, and one of the first school commissioners.

The preferred alternative at this location would widen existing WIS 83 to a 4-lane hybrid urban/rural roadway and would include a multi-use path along the east side between County KE and Cardinal Lane. The best-fit alignment would widen east to avoid the Albert Campbell Residence (see Exhibit 5-6).

The preferred alternative would not require any new right-of-way from the Albert Campbell Residence or change the setting or characteristics that contribute to the property's historic significance. In addition, the State Historical Society has concurred in the Finding of No Adverse Effect for this property under Section 106 of the National Historic Preservation Act (see Memorandum of Agreement in Appendix D, page D-9). Therefore, no further Section 4(f) evaluation is required.

Future Trail Development/Other

Any future multi-use recreation trails that would be constructed within or adjacent to the new WIS 83 right-of-way would be developed jointly by WisDOT, the applicable municipality, DNR, and other applicable agencies. Joint development would preclude applicability of Section 4(f) to such trails in the event that future adjustments or other improvements would be needed to either the trail facility or WIS 83.

Lapham Peak State Park, located west of WIS 83 between US 18 and I-94, is outside the area of potential effect for proposed WIS 83 improvements. However, DNR has indicated there is a

farm drive on private land that provides emergency access to the park from WIS 83. The existing farm drive will be maintained under the preferred alternative.

Conclusion

Based on the information provided above relative to publicly-owned/public use resources and historic sites in the WIS 83 corridor, the preferred alternative will not adversely affect any resources subject to Section 4(f) requirements. No further Section 4(f) evaluation is required.

FINAL SECTION 6(f) / RELATED EVALUATION

Vernon Marsh Wildlife Area

The only portion of the wildlife area that abuts existing WIS 83 right-of-way is an undeveloped finger of land providing access from WIS 83. The access is gated and locked, signed for non-motorized vehicles/hunting/hiking, and parking is available for about 1-2 vehicles. The preferred alternative at this location would widen WIS 83 to a 4-lane suburban roadway. The best-fit alignment would widen down the middle to balance residential proximity impacts. The existing access point to the wildlife area would be maintained and improved. Approximately 0.1 acre (0.4 ha) of new right-of-way would be required.

Compensation for the minor land acquisition would be determined in consultation with DNR in a future engineering design phase and would be done in accordance with the concept of fair market value and equivalent usefulness as specified in the L&WCF Act.

Ice Age Park and Trail Foundation Parcel

This parcel abuts the east side of existing WIS 83 in the area between County KE and Cardinal Lane. Proposed WIS 83 improvements at this location would widen the existing highway to a 4-lane hybrid urban/rural facility and would include a multi-use path along the east side between County KE and Cardinal Lane where the Ice Age Park and Trail Foundation parcel is located. The best-fit alignment would widen east to avoid impacts to a historic property west of WIS 83 near the Bark River. The proposed improvements would require an approximate 60-foot (18-meter) strip of new right-of-way from the Ice Age Trail parcel. Total right-of-way acquisition would be approximately 2.3 acres (1 ha).

WisDOT and FHWA recognize the value of the Ice Age Trail parcel as a resource owned and administered by the Ice Age Park and Trail Foundation and purchased with DNR Stewardship funds. The land required for highway purposes will be compensated at fair market value under the Uniform Relocation Assistance and Real Property Acquisition Act ("Uniform Act") as amended, 42 USC, 4601 et seq. WisDOT will coordinate with the Ice Age Park and Trail Foundation and DNR in a future engineering phase to ensure that the property is acquired in a manner consistent with Stewardship program requirements and the Stewardship grant and management contract between DNR and the Ice Age Park and Trail Foundation. DNR will also work with the Ice Age Park and Trail Foundation to ensure consistency with the original Stewardship grant and management contract.

Other Resources

Land acquired from the Spring Creek and Scuppernong Creek Parkways would be compensated through purchase at fair market value from Waukesha County. At the interagency meeting held on March 27, 2003, it was suggested that a boardwalk type facility be used for a portion of the multi-use path that would be constructed at the bottom of the road embankment on the west side of WIS 83 near Scuppernong Creek. This was suggested to further minimize wetland impacts and will be considered in a future engineering design phase.

To further minimize wetland impacts, the multi-use path was rerouted west of the Scuppernong Creek Parkway Easement from a point south of Mary Court to Scuppernong Valley Court. This action would require the purchase of approximately 1.8 acres (0.7 ha) of privately owned land for additional easement along Scuppernong Creek.

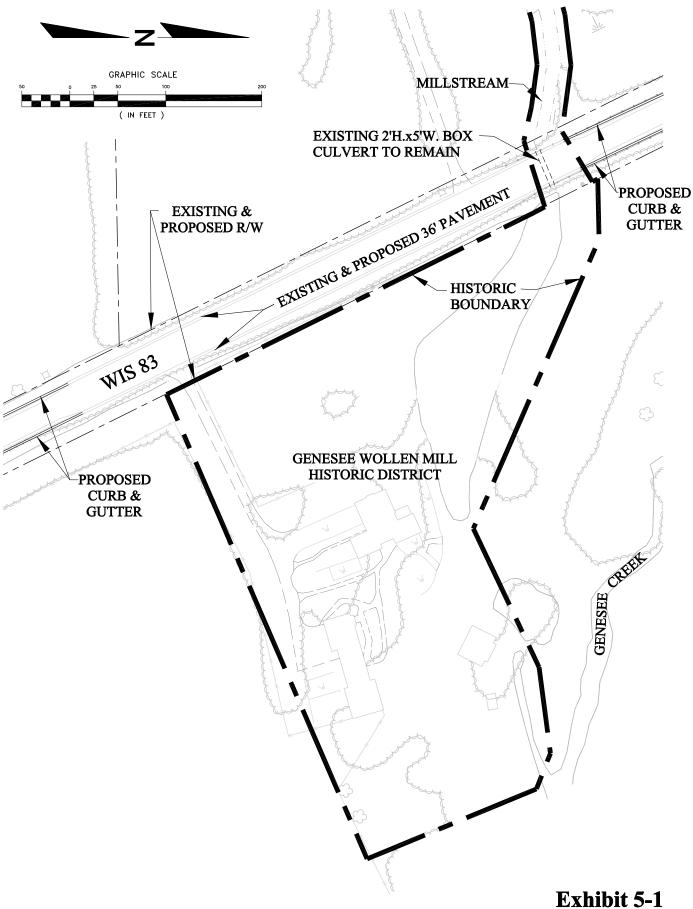
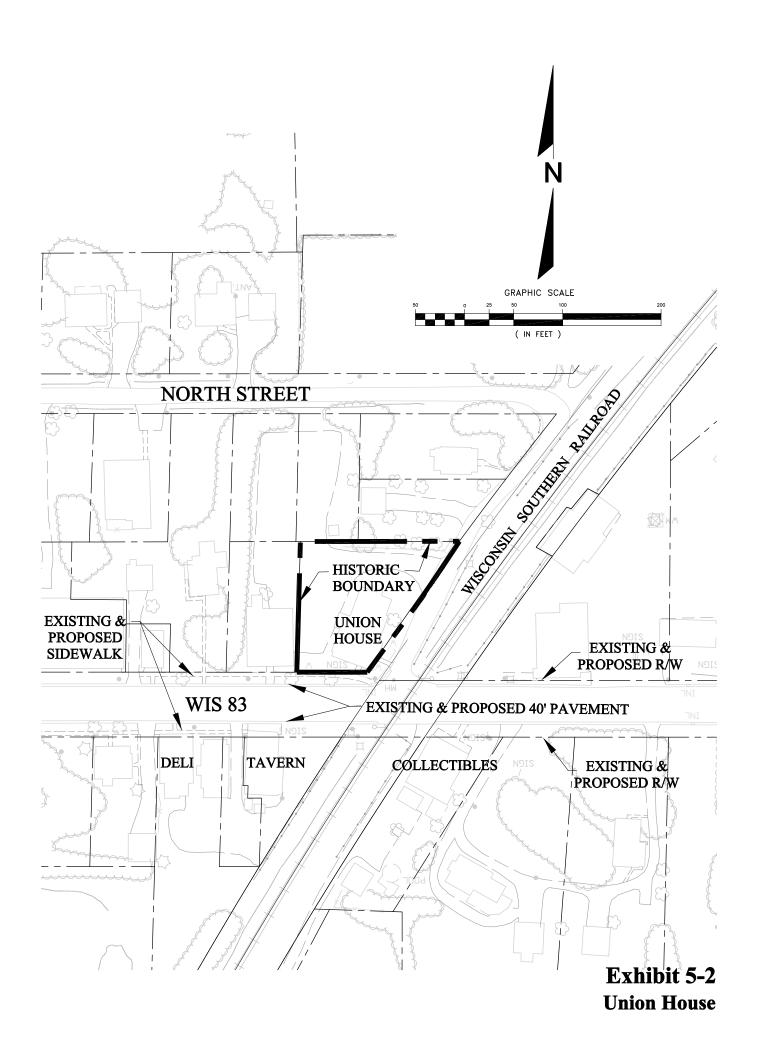
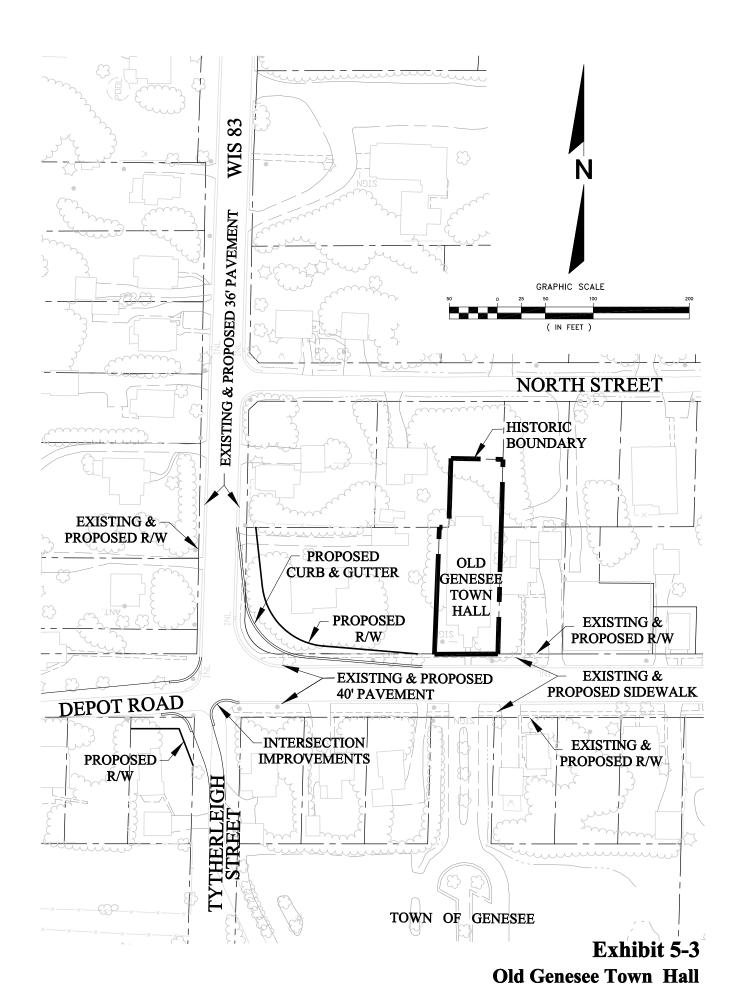


Exhibit 5-1 Genesee Woolen Mill Historic District





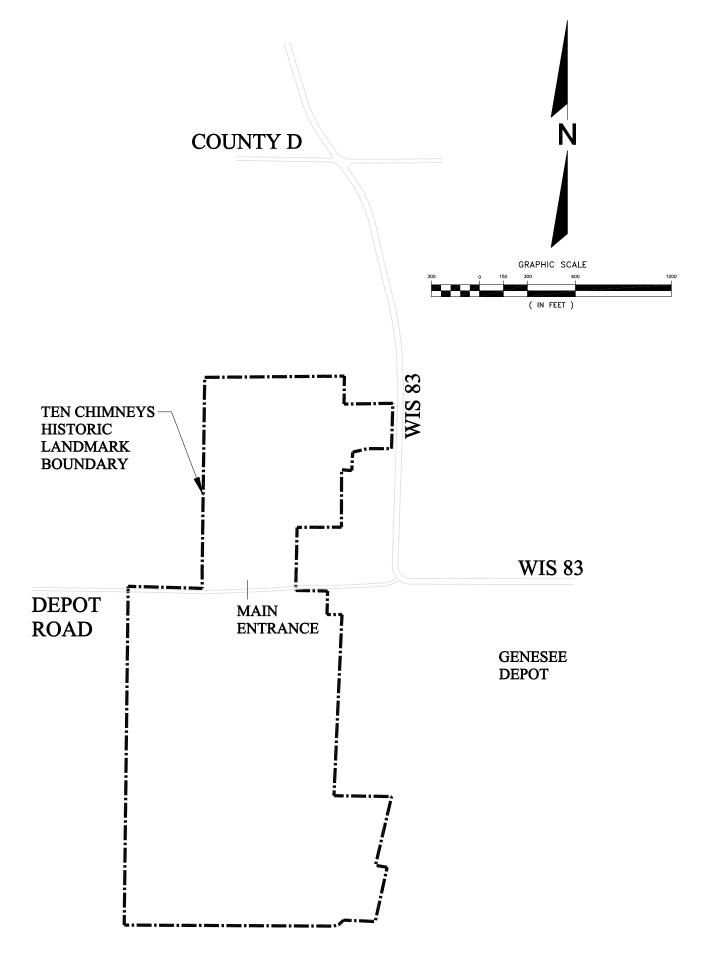
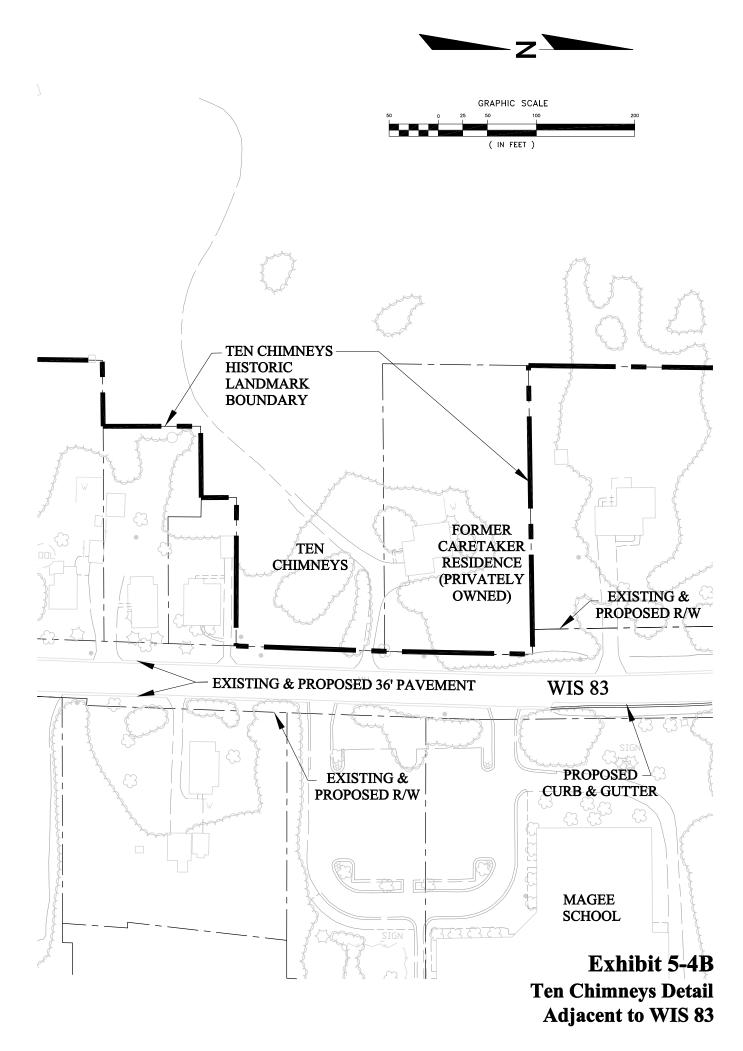
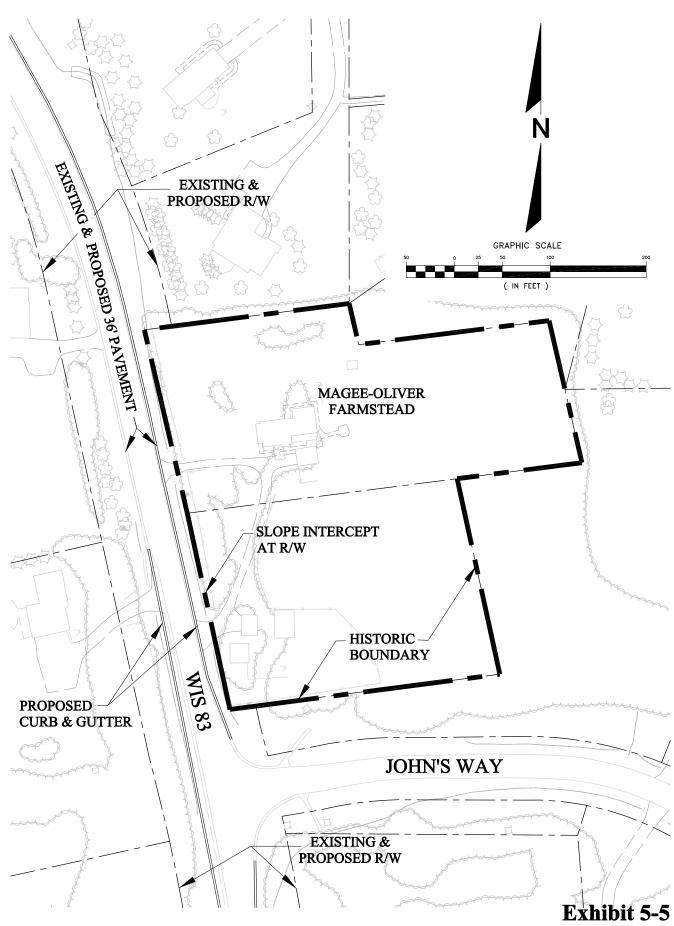


Exhibit 5-4A
Ten Chimneys Overview





Magee-Oliver Farmstead

